





## Intimation.

## W. BOFFEY &amp; Co.

TAILORS,

2, D'AGUILAR STREET.

Have an entirely NEW STOCK of WOOLLENS to suit the Present and Coming Season.

Consisting of—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st September, 1896.

[1471]

## THE YOKOHAMA SPECIE BANK LIMITED.

(Incorporated in Japan under the authority of an Imperial Ordinance No. 23 dated the 6th day of the 17th Month of the 20th Year of Meiji.)

SUBSCRIBED CAPITAL.....Yen 12,000,000  
PAID-UP CAPITAL.....5,250,000  
RESERVE FUND.....5,010,000Head Office:—  
YOKOHAMA, JAPAN.Branches and Agencies:—  
KOBE, LONDON, NEW YORK, LYONS,  
SAN FRANCISCO, HONOLULU,  
BOMBAY, SHANGHAI.London Branch:—  
120, BISHOPSGATE STREET, WITHIN.  
London Bankers:—  
THE UNION BANK OF LONDON, LTD.,  
THE LONDON JOINT STOCK BANK, LTD.,  
THE PARAS BANKING CO. and the ALLIANCE  
BANK, LTD.Shanghai Agency:—  
No. 21, THE BUND.  
Hongkong Agency:—  
No. 6, PRAVA CENTRAL and ICE HOUSE  
STREET.DRAFTS granted on all the Principal Places  
in JAPAN and CHINA, and on the Principal  
Commercial Centres in EUROPE, INDIA  
and AMERICA, and every description of Exchange  
Business Transacted.NAO NABEKRA,  
Agent.

Hongkong, 22nd September, 1896.

## NOTICE.

UNDER the Authority of the Directors and  
with the Sanction of the Japanese  
Minister of State for Finance, I have this Day  
OPENED an AGENCY of the above Bank at  
No. 6, PRAVA CENTRAL and ICE HOUSE  
STREET, Victoria, Hongkong.NAO NABEKRA,  
Agent.

Hongkong, 22nd September, 1896.

Today's  
Advertisements.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "MANILA."

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo:—  
From Madras, via S. S. *Scandura*.  
Optional goods will be landed here unless  
instructions are given to the contrary before  
 Noon TO-DAY.Goods not cleared by the 6th October at 4  
P.M. will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.All damaged Packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within ten  
days after the Vessel's arrival here after which  
no Claims will be recognized.H. A. RITCHIE,  
Superintendent.

Hongkong, 30th September, 1896.

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

"CITY OF RIO DE JANEIRO."  
The above Steamship having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to take  
immediate delivery of their Goods from along-  
side.Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk and  
expense.J. S. VAN BUREN,  
Agent.

Hongkong, 30th September, 1896.

## INDO-CHINA STEAM NAVIGATION

## COMPANY, LIMITED.

## FOR MANILA (DIRECT).

## THE Company's Steamship

## "YUENSANG."

Captain W. Waddell, will be despatched as  
above on FRIDAY, the 2nd October, at 5 P.M.  
This Steamship has Superior Accommodation  
for First-class Passengers.For Freight or Passage apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 30th September, 1896.



## NIPPON YUSEN KAISHA.

## FOR KOBE AND YOKOHAMA.

## THE Company's Chartered Steamship

## "OSBORNE."

Captain P. Rennie, will be despatched for the  
above Port on MONDAY, the 5th October, at  
3 P.M.For Freight, apply to  
NIPPON YUSEN KAISHA.

Hongkong, 30th September, 1896.

## Intimations.

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG  
TELEGRAPH" ARE MOST RESPECTFULLY  
REMINDED THAT ALL SUBSCRIPTIONS  
MUST BE PAID IN ADVANCE.A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINES  
AND  
SPIRITS.ALL these are selected by our London House,  
bought direct at first hand, imported in wood  
and bottled by ourselves, thus saving all inter-  
mediate profits, and enabling us to supply the  
best growths at MODERATE PRICES.PRICE LISTS, with Full Details, to be had on  
Application.PORT after removal should be rested a month  
before use. When required for drinking at  
once it should be ordered to be decanted at the  
DISPENSARY before being sent out.SHERRY.—Excellent Dinner and After Dinner  
Wines of very superior Vintage. All are  
true Xeres Wines.CLARET.—Our Claret, including the lowest  
Priced, are guaranteed to be the genuine  
product of the juice of the grape and are not  
artificially made from raisins and currants,  
as is generally the case with Cheap Wines.BRANDY.—All our Brandy is guaranteed to be  
pure COGNAC, the difference in price being  
merely a question of age and vintage.WHISKEY.—All our Whiskey is of excellent  
quality and of greater age than most brands  
in the market. The SCOTCH WHISKEY  
marked "E" is universally popular, and is  
pronounced by the best local connoisseurs  
to be superior to any other brand in the  
Hongkong market.We only guarantee our WINES and SPIRITS  
to be genuine when bought direct from us in the  
Colony or from our authorized Agents at the  
Coast Ports.A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896.

## MARRIAGE.

On the 21st inst., at the Cathedral of the  
Good Shepherd, Singapore, by the Right Rev.  
Bishop Bourne, assisted by the Rev. Canon  
Delouette, CLARENCE LEOPOLD DE CHASSERIAU  
to MARIE CLAIRE (LILY) DE FACIO, daughter  
of the late Henri de Facio.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 30, 1896.

## NOTES AND COMMENTS.

We congratulate the worthy Acting  
Police Magistrate on his common sense  
decision in the great Stone Breaking Case  
yesterday, the gist of which we gave in a  
paragraph at the time and publish more  
fully in this issue. Stone cutting in the  
city is an intolerable nuisance and there  
is nothing to justify its continuance. The  
stones can and ought to be both rough and  
fine dressed at the quarries and no further  
work should be done on them in the streets  
and in the neighbourhood of houses  
than is absolutely unavoidable to fit them  
into their places. The stone does not be-  
come brittle by being dressed. It requires  
more careful handling in the carriage, it  
is true, and may be a little more expensive  
laid down than stone carried rough from  
the quarry and shaped and surfaced on  
the spot where it is to be used. But it  
is no justification for the creation  
of a nuisance that it saves the creator  
of that nuisance a little expense  
or a little trouble. It is much cheaper  
to pack and unpack your goods  
on the pavement than in a godown for  
which rent has to be paid; but that it saves  
you money, my good friend, is no reason  
why the public using the street should be  
compelled to walk in the gutter. It is  
very expensive for the Government to have  
to build new and improved quarters for  
the gardeners, as is now being done, but  
that was no reason for the existence and  
continuance of the old and hopelessly in-  
sanitary hovels in which they have been  
housed up to date. The Sanitary Board  
and the Public Works Department are  
very vicious—there is no more suitable  
word—in their enforcement against  
private individuals of all police regu-  
lations and sanitary rules about nuisances,  
but they seem to think that Government  
servants and Government departments  
and contractors working for their  
departments are outside of all law and are  
free to do as they please. It is  
a positive fact that if, in connection with  
any private building, in the Colony, an  
attempt had been made to dress the stoneon the ground, the P.W.D. would at once  
have been down on the offender and would  
have prosecuted, probably without even  
the formality of a previous notice, yet the  
Government contractor was encouraged in  
this case to do all the work of preparing  
his stone, not within the police enclosure  
but in the public street, and a Government  
officer, of course under the directions of  
his Chief, comes forward to support him  
because he is doing Government work.  
Captain Hastings ought to have told Mr.  
Tooker plainly that the law applies  
equally to Government officers and Govern-  
ment contractors as to any one else, and  
furthermore, that it is no less a  
nuisance to chip stone on the sacred soil  
of the gaol enclosure than on the public  
road outside, if the noise is as great  
in the one place as in the other  
and as great an inconvenience to the  
neighbours. We congratulate Mr. Ross  
and Mr. Morris on their action in bring-  
ing the case to a settlement and in not  
allowing themselves to be "beaten off"  
by the Magistrate's first decision. They  
deserve the thanks of the community.  
It is a pity we have not a few more gen-  
tlemen like them, who will insist upon their  
rights even against the Government, and  
at some little inconvenience or expense to  
themselves. A very few more cases such  
as those against the Sanitary Board and  
as this case against an employé of the  
Government would go far towards curbing  
the insolence—for it is nothing else—of  
the average Government official and teach-  
ing him that he is the servant of the  
public, not its master.The *Kokumin-no-Tomo* attributes the fall  
of the late Japanese Ministry to the mal-  
administration of the national finances,  
and claims that it is, in the manner in  
which it has been brought about and in  
its incidents, a decided step on the road  
towards Constitutional Government in  
Japan, that is, government by party where  
the Ministers in office represent the opinions  
for the time being of the dominant party in  
the popular assembly. It is probable  
that the financial question has had a great  
deal to do with the change in the Govern-  
ment. It may be that the Bills passed by  
the Diet in their last session and the  
additional taxes then imposed will not  
suffice to provide money sufficient for the  
needs of the country, and that they have  
been based on calculations that have now  
turned out to be erroneous. The Finance  
Minister was as a fact the first of the Min-  
isters to resign, and his resignation seems  
to have in the end entailed the resignation  
of the others; but it seems to us too early  
yet to say that the fresh sources of  
revenue opened up by recent legislation  
in Japan will prove insufficient, and that it  
is not possible in the Budget for next year  
to make both ends meet. The Japanese  
Revenue is elastic. We are willing, how-  
ever, to accept the statement of the  
*Kokumin* and of the party it represents that  
the difficulties connected with the manage-  
ment of the finances and the inability of  
the Ministry to find a man to fill the very  
responsible position of Finance Minister  
has led to the disruption of the Cabinet.  
But we do not see that the resignation has  
been in any way brought about by causes  
which in England would be looked upon  
as, in any way, illustrating the working of  
our constitutional forms of government. It  
has not been the result of any direct vote  
of the Diet, nor has it been brought about  
by the action of any parliamentary opposi-  
tion which had succeeded in carrying a  
vote of want of confidence. In the last  
session of the Diet the Ministry were  
successful on all points, carried all their  
measures, and defeated the efforts of their  
opponents to obtain a direct vote of censure  
upon their foreign policy. There has  
been no manifestation of any great change  
in the political opinions of the electors  
since then, no agitation with a view to  
place in office the recognised representa-  
tives of any great section of the com-  
munity. It seems to us that the resigna-  
tion of Count Ito has resulted from purely  
personal considerations and from the re-  
cognised difficulty of making one change in  
a Cabinet without necessitating others. A  
statesman goes out of office; he has friends  
who are unwilling to remain in the Cabinet  
without him. It is desired to strengthen  
the Ministry by the addition of one power-  
ful statesman. He is unwilling to come  
in unless one or more of his friends and  
supporters is admitted also. Each of these  
changes renders some other movement if  
not necessary at least desirable. We can  
see no gain to the cause of constitutional  
Government—government by the people,  
by party—in the recent dissolution of one  
Cabinet and the formation of another. It  
has been a mere shifting of places among  
the group of men who, so long as they live,  
will control the destinies of Japan, and  
who for their services to her in the past  
have the best right to do so.

## TELEGRAMS.

## REUTER'S MESSAGES.

## GREAT BRITAIN AND RUSSIA.

LONDON, September 28th.

The St. Petersburg *Bourse Gazette* and the  
*Novosti* are in favour of a political entente  
between Great Britain and Russia.

## THE SOUDAN EXPEDITION.

More Shilluk, including relatives of the Mahdi,  
are making their submission to General Sir  
H. H. Kitchener, who has gone southward to  
inspect the vicinity of Dabbab Mesail.

## THE MATABELE REVOLT.

The total of British killed in the Matabele  
rising is 252, including 238 murdered; 92 were  
wounded.(From *Yokohama Mail*.)

## KOREA.

BAEAL, September 22nd.  
Mr. Onoki Saburo, who went to Korea to push  
forward the application for the Seoul-Yokohama  
Railway, arrived here to-day. He says that he  
has lost hope of obtaining the concession.

## LOCAL AND GENERAL.

H.M.S. *Kalahow* will leave for Singapore about  
the 15th proximo.COMMENCING to-morrow (1st October), the hour  
of departure of the "night-boat" for Canton will  
be 5.30, instead of 6 p.m.THE Russian troopship *Eskaterinskaya*, from  
Odessa, left Nagasaki for Vladivostok on the  
20th instant. She had 1,800 troops on board.IN one of his recent letters on the Armenian  
Question Mr. Gladstone deplores the fact that  
Europe is "insensible to the infamy of the  
assault on the Ottoman throne.""OLD SUBSCRIBER:" Yes, the *nom de plume*  
of the writer of the "Stray Notes" published in  
yesterday's *Telegraph* was inadvertently omitted.  
In future they will appear at least once a week  
over the signature "LYNX."VISITORS to Macao complain greatly of the  
intense heat experienced there during the last  
few days. The temperature has not been  
abnormally high, but the absence of wind has  
rendered it most oppressive.H.M.S. *Swift* is now in dock at Nagasaki, hav-  
ing broken a crank shaft while in northern  
waters. It is believed the accident was caused  
by the *Swift's* propeller striking a whale.  
Fortunately the whale didn't strike the diminutive  
*Swift*.THE Cricket Club coolies were busily practising  
bowling yesterday. These men certainly afford  
our local batsmen excellent practice, but their  
delivery is more akin to throwing than bowling.  
The ground is now in splendid condition, so a  
capital pitch may be looked for at the opening  
match of the season.IT is a pity that the Hongkong ladies do not  
add archery to their limited list of amusements.  
It is not so fatiguing as tennis or golf and could  
be practised quite safely in the Happy Valley.  
We feel confident that an Archery Club, once  
established, would speedily become one of our  
most popular institutions.As it is expected that all the infantry Volunteers,  
numbering 175,000, will be armed with the  
Lee-Enfield magazine rifle by the end of next  
March, instructions have been given by the  
War Office for all demands for ammunition for  
the next year to be for that of the 303 pattern.  
When is the Hongkong Corps to have the new  
rifle?THE transport which leaves Portsmouth about  
October 2nd for Gibraltar afterwards executes  
a round of troop service, conveying the 1st  
Battalion West Yorkshire Regiment (4th) from  
Gibraltar to Hongkong, the 2nd Battalion Rifle  
Brigade from Hongkong to Singapore, and the  
2nd Battalion Northumberland Fusiliers (5th)  
from Singapore to England.MR. JOSEPH CHAMBERLAIN, the Secretary for the  
Colonies, is reported by an interviewer of a New  
York paper to have stated that Great Britain's  
Monroe doctrine consists in the declaration of  
"Hands off" in South Africa. The right hon.  
gentleman is further credited with the declaration  
that a court of arbitration was at present  
impossible, though the establishment of a  
tribunal of conciliation for settling international  
disputes might be practicable."HOW CHAT" is certainly nothing if not  
original. In the issue of August 22nd is an  
article on "How to deal with Albino Children"  
and another on "How to love your Husband."  
We were under the impression that husbands  
generally are loved (more or less), at least on  
sentimentalists say so, while albino children  
are so scarce as compared with black children  
that an article on the cure of Melanism would  
be quite as useful.The following is a clipping from the "Hong-  
kong Notes" published in a recent issue of the  
*Strait's Maritime Journal*—Circulars are out  
reminding the members of the Institution of  
Engineers and Shipbuilders that the second  
Gillespie medal will be open for competition this  
year. The trophy is a valuable one and well worth  
an effort to obtain; the intrinsic worth is fully  
£10, and the design chaste and beautiful. The  
dile is said to have cost at least £30.On the 3rd instant the Byron Society (London)  
—a society formed in commemoration of Lord  
Byron's work for the emancipation of Greece and  
to promote the further emancipation of  
Christians under Moslem rule—was organising a  
national protest in London against Turkish rule,  
the object being to signify the Marquis of  
Salisbury that he will have the unanimous  
support of the British people in any effective  
action he may take towards ending the present  
reign of terror in Turkey.Writing in the *Revue de Paris*, M. Schreder  
evidently believes, as did the late Bartholomew  
Saint-Hilaire, that the Yellow Races—for he  
declines to see any substantial difference  
between the Japanese and Chinese—will soon  
become a very serious danger to the Old  
World. He deplores the ignorance with which  
Europe discusses the problems of the  
Far East and points out that the average  
European has quite as many foolish notions  
about China and the Chinese as has  
John Chinaman about Europe and the Euro-  
peans. The strength of China, he declares, lies  
in her immutability; and quoting the well-known  
authority, Richthofen, he adds, "It would be  
easier to blot the ocean with chains than to act  
on the Chinese nation." Further, he says that  
China will never be touched by any European  
missionary system, for the Chinaman is  
thoroughly satisfied with everything in his own  
country and, above all, with his curious supersti-  
tion of religion; and he is not even swayed by  
curiosity as to what goes on outside his own yellow  
world. On the contrary, he has a profound  
contempt for everything "foreign."THE question of a further reduction in interest  
paid on fixed deposits has been under discussion  
with the banks during the week, says the  
Melbourne *Age* of August 29th. Three of the  
institutions are desirous of making the rate 5½  
percent on deposits for 12 months and over,  
and it is possible that this proposal will be  
generally adopted, owing to the difficulty ex-  
perienced in providing profitable employment  
for money at the present juncture.TO-MORROW afternoon the Prince of Wales's  
*Perimeter* (winner of the Derby and Leger)  
will meet Mr. Leopold de Rothschild's "crack"  
*St. Frusquin*, the Duke of Westminster's  
*Labrador* and *Regret*, Mr. J. H. Houldsworth's  
*Levone*, the Duke of Portland's *Troon*, Lord  
Rosebery's *St. Vito* and possibly one or two  
more of the speedy candidates entered for the  
Jockey Club Stakes of £10,000. *St. Frusquin*  
appears to have been heavily backed at home  
for this event, it being thought that he can  
stay the distance better than *Perimeter*, who  
will be penalised 12 pounds.A BLUE BOOK has been issued giving statistical  
tables showing the progress of British trade and  
production from 1854 to 1895. During that  
period the population of England and Wales  
increased from eighteen millions to thirty, and  
that of Scotland from three to four millions,  
while that of Ireland decreased from six to four  
millions. The value of the imports increased from  
£52 millions to £177 millions, and of exports  
from sixty-seven millions to £216 millions. The  
highest total of imports was in 1891, when the  
amount was £235 millions, and the highest of  
exports in 1890, when it was £265 millions.THE United States surveying vessel *Albatross*,  
Capt. J. F. Moser, arrived at Yokohama on the  
22nd instant. She has, according to the *Yokohama  
Mail*, been carrying on investigations at the  
sealing grounds of the North Pacific Ocean into  
the effects of the seal-hunting of the last few  
years. It would appear that if the present  
pelagic operations of the numerous sealers  
who now sail from Yokohama and other places  
are not radically altered the seals of the North  
Pacific will soon be entirely exterminated. The  
*Albatross* is splendidly fitted up for the purposes  
of scientific exploration of the ways, homes, and  
natures of the denizens of the deep. Her collection  
of North Pacific zoophytes is especially  
noteworthy and complete.MR. A. MICHE, formerly *Times* correspondent  
in China, contributes to the *Nineteenth Century*  
what may be described as a Character Sketch  
of Li Hung-chang, of whom he has a high  
opinion. He says—"It has been the unique  
merit of Li Hung-chang to take a common-sense  
view of things, to meet complaints half-way,  
to receive suggestions with courtesy, and to set an  
example of conciliatory demeanour towards  
foreigners; in a word, to form in his own  
person a workable joint between the petrified  
ideas of Chinese polity and the requirements  
of modern Christendom. He has made himself  
accessible not only to foreign representatives,  
but to foreigners of every grade who could  
show a plausible pretext for occupying his  
time. His toleration of irrelevant visitors has  
indeed been remarkable, but it was his only  
means of studying mankind and of learning  
something about foreign countries, which facts  
seemed to veto his ever visiting. Though his  
conversation was sometimes rough, his etiquette  
was always respectful; and when there was no  
serious business on hand, he would play his  
visitors with Socratic interrogatories which af-  
forded him amusement and gave them a high  
sense of their own importance."WITH reference to the announcement that it is  
the intention of the P. & O. Company to con-  
struct new docks alongside the Thames, the  
Exchange Telegraph Company states that this  
is not the case. What the company contem-  
plate is the construction of a complete system of  
wharves and warehouses. For this purpose a  
large tract of land in St. Clement's Reach, some  
distance higher up the river than the Tilbury  
Docks, has been acquired. The scheme is one  
which has engaged the attention of Sir Thomas  
Sutherland and his co-directors for a consider-  
able time past, and the action of the joint com-  
mittee of the dock companies has undoubtedly  
accentuated the desire on the part of the company  
to bring it to a successful issue. They admit that  
the initial cost will be heavy, but their con-  
fidence is that the sum annually paid to the dock  
companies will be saved and will fully recoup  
them for the outlay. At all events, the land,  
which will have a river frontage of over 4,000 ft.,  
has been purchased, the site has been thoroughly  
inspected, and all the preliminary arrangements  
have been completed for putting the plans into  
execution. The new proposal of the dock com-  
panies with regard to wharves fees comes into  
operation in October, and as the P. & O., in  
conjunction with other shipping companies,  
resent the fresh imports, there is a fixed deter-  
mination on their part to be independent of the  
present docks as soon as possible.—*Daily  
Graphic*.

## MEMORANDA.

TO-MORROW—1st October.  
Interim Dividend Warrants of the China Mutual  
S. N. Co. ready to-day.  
Daylight—*Victoria* leaves for Victoria, B.C.,  
and Tacoma, via usual ports of call.  
Noon.—Meeting of the Singapore Insurance  
Company, at Singapore.  
2 p.m.—The race for the Jockey Club Stakes, at  
Newmarket.  
9 p.m.—Meeting of Zetland Lodge.FRIDAY—2nd October.  
4.30 p.m.—Extraordinary general meeting of  
members of the Hongkong Jockey Club at  
the City Hall.  
5 p.m.—The annual general meeting of the  
Hongkong Jockey Club at the City Hall.  
5 p.m.—Entrees for Gresham, meeting close to  
the Hon. Secretary, at the Hongkong Club.SATURDAY—4th October.  
Canadian and Tacoma mails due.



At noon to-day there was a tragedy in a hickha builder's shop at 68 and 70, Queen's Road East. One of the builders, a man named Lam Hung, quarrelled with a *foh* and then struck him with his fist. The blow was such a heavy one that the *foh* died down dead. Inspector Mann and a number of detectives are now searching for Lam Hung, who has disappeared.

The German cruiser *Falk*, a sister ship to the *Bussard*, arrived in Port Jackson, Sydney, on the 6th instant. The *Falk* previously visited Sydney some five months ago. During the interim she has been stationed at Samoa. She proceeded direct from Apla to Auckland. After a short stay at New Zealand she left for Sydney. The early part of the trip from New Zealand was marked by exceptionally rough weather, in the shape of a violent gale and high sea, during which the vessel's speed was reduced to three knots per hour, and she had a very lively time while the gale lasted. On arrival at Sydney the vessel proceeded direct to Mont's Dock, where she is to undergo an extensive overhaul to hull and machinery. The *Falk* is expected to leave Sydney about the 15th October, and will visit German New Guinea, the Solomon and Marshall Groups, subsequently returning to headquarters at Apla, Samoa. The cruiser is commanded by Captain Krieg, and the other officers are Lieutenants Nieten, T. Rodich, Kinet, and Stewart, Surgeon-Doctor Wogke, Engineer Dahl, and Paymaster Kruse.

In the early part of this month the German newspapers in commenting on the recent indiscriminate slaughter of Armenians by heartless and blood-thirsty Turks stated that "any recurrence of the massacres would endanger the Turkish dynasty, as the location of the Turkish military and police indicates the complicity of the Sultan." Of course the general public thought this was a terrible threat and that it indicated that the German Government was then in possession of important evidence against the Sultan, showing that he was largely to blame for the massacres. As a matter of fact, however, this is by no means the first time that one or more of the Great Powers have had in their possession evidence that would justify the deposition of the Sultan of Turkey; but—and it is a big but—it hasn't suited any one or any combination of the Powers to take steps to depose the so-called Ruler of Turkey. Moreover, it should be pretty well known that were the present Sultan deposed to-morrow it would not have much effect on the system of government, which is rotten to the core and is probably a system which Russia and France do not wish to have changed for the better for some time to come.

#### DEPLORABLE BOATING FATALITY.

CAPTAIN LANG, R.N., AND THREE SEAMEN DROWNED.

Her Majesty's cruiser *Rabaul*, which arrived here from the north yesterday afternoon, brought tidings of one of the most deplorable boating fatalities that has been our unpleasant duty to record of recent times. Our local contemporaries have published brief reports of this sad affair, but we have reason to think the version of it that we are now in a position to publish will be found the most correct.

It appears that Captain Lang, of H. M. S. *Narcissus*, and two other officers went up the Fish River (Grosche Vich) which empties itself into Barracouta Bay, Gulf of Tartary, fishing. While up river a north-easterly gale sprang up and he endeavored to get back to the *Narcissus* as speedily as possible. The Bay being exposed to the north-east a nasty sea soon got up and caused a very heavy sea on the bar of the river. In endeavoring to cross the bar Captain Lang's boat capsized. As soon as Captain Lang's boat was seen to be making the best of its way back to the ship, the cutter was manned and sent in its assistance. The cutter was in charge of the First Lieutenant, Mr. Gaunt, who with great pluck and excellent judgment worked his boat into the breakers and succeeded in saving two of the officers who accompanied Captain Lang, namely, Captain Mercer, R.M.L., and a midshipman (whose name we have not yet been able to find out), as well as four of the ill-fated boat's crew. By this time Captain Lang and the other three seamen were washed a good distance away from the capsized boat, which was continuously turned over and over by the furious seas. When last seen by any of the occupants of his own boat, Captain Lang had hold of an oar, with which he was supporting himself, but he soon disappeared, and although every effort was made to render assistance to him and the three men who were washed away with him, the search had to be abandoned and neither his body nor that of one of the unfortunate seamen has been found, the bodies of two of the seamen only have been recovered and buried with full naval honours.

The *Daily Press* states that a cutter is going from the *Narcissus* to the rescue of Captain Lang who was captured but this cutter, which had gone ashore some time previously with another pleasure party, must not be confounded with the one that Lieut. Gaunt handled with such excellent judgment, as above stated.

Captain R. K. McAlpine has been appointed to the *Narcissus*, vice Captain Lang, deceased; and the navigating officer of the *Narcissus*, Lieut. Yonal, has been transferred to the *Swift*.

#### SANITARY BOARD.

A special meeting of the Sanitary Board was held this afternoon. Mr. F. A. Cooper (Director of Public Works) presided, and there were also present Dr. F. H. Clarke (Medical Officer of Health), the Captain Superintendent of Police, Mr. N. J. Ede, and Mr. Hugh McCallum (Secretary).

#### MINUTES.

The minutes of the last meeting were read and confirmed.

#### ILLNESS OF DR. AYRES.

The President regretted to announce that Dr. Ayres was unable to attend the meeting on account of illness.

#### CONSIDERATION OF BY-LAWS.

The Board then considered and passed by-laws relating to the sanitary maintenance of cypripes drains and also by-laws made under sections 13 and 14 of the Ordinance of 1894.

#### THE REBELLION IN THE PHILIPPINES.

The steamer *Risneralia*, which arrived here last night, brought over a few copies of the *Diario de Manila*, dated 24th September, from which we obtain the following items of news concerning this greatly over-rated rebellion, which will, no doubt, be squashed as soon as reinforcements arrive from Spain in the course of the next few days:—

Manila, September 10th. The rebels attacked the village of Lian, in Batangas, near which is the estate of San Juan Bautista. Manager D. Arturo Malibran arrived here yesterday morning with his wife and daughter. All the people in the village fled and went to Malibran's house, where they were followed by about 200 rebels, armed with guns, one or two rifles, and spears. After some firing the rebels were beaten off. Malibran's Indians—the Indian hater the Malibran—behaved well and stuck to him throughout. After leaving the house on the Hacienda the rebels sacked the houses in the village.

The Governor-General, by virtue of the powers invested in him, has suspended Sr. Don Francisco L. Roxas, Hon. Councillor of the Administration, and Enrique Pacheco, Government writer, for disloyalty.

Manila, September 20th. To-day's *Gaceta* publishes three decrees depriving three native Government servants of their posts for being connected with the rebels. The native troops in Tarlac (about half way up the Railway from Manila to Dagupan) are behaving splendidly. The country is in a bad state from floods, but their activity is wonderful and they are keeping the province in good order. The volunteers have been armed with Winchester. They are supposed to guard the river Pasig from the Puente de España up to Sta. Ana. They are under the orders of the Comandante-General and the Harbour Master.

Manila, September 22nd. Manila is making grand preparations to receive the troops from home, which are shortly expected by the *Cataluña*.

Arrests of rebels are matters of every day occurrence. More troops and munitions are being sent from Spain to the Philippines.

Manila, September 23rd. The *Alcalá* and the *Diario* call upon all loyal Spaniards to celebrate to-morrow the birthday of the Princess of Asturias as a sign of patriotism and adhesion to the Monarchy. Two more victories of Spanish troops are reported by telegram from Cuba.

Manila, September 24th. The handbills in the Philippines are still robbing and murdering in every direction. They disperse whenever the police or soldiers appear. Many persons are arrested on account of being marked by the rebels with a cross on the arm.

In Batangas the town of Tuy was attacked and set fire to by rebels; a handful of soldiers kept them at bay till reinforcements arrived from Manila.

A telegram dated Madrid, 19th September, reads as follows:—2,300 soldiers of the *Cristobal* Regiment have sailed from Barcelona in the *Vila de Luron*.

The Credit authorities whatever money is necessary to stamp out the rebellion in the Philippines has been at hand.

#### THE REINFORCEMENTS.

SINGAPORE, September 22nd. Whatever may be said as to the ability of the present forces in Manila to check the rebellion among the natives, reinforcements are to be poured into the island, according to the following arrangements. About the end of the month and the beginning of October steamers of the "Campania" "Transatlantica" will pass through Singapore in quick succession. On Saturday next, 26th inst., or Sunday morning, the *Cataluña* will arrive in Singapore with a battalion of marine infantry. She will be followed by the *Montevideo*, a day or so later (Monday or Tuesday) with a battalion of sappers and miners. About October 6th there will come the *Antonio Lopez*, with another battalion of marine infantry and five hundred artillery; and about the same date the *Vila de Luron* will bring a couple of battalions of sappers. Besides this, the naval forces will be augmented by the two cruisers *Vila de Luron* and *Vila de Cuba*, both of which vessels will be here shortly.

#### THE STATE OF AFFAIRS IN MANILA.

On the 23rd instant the Singapore *Free Press* published the following, which it asserts is gleaned from a private letter:—

We have been living in a state of terror for the past fortnight. There has been a rebellion among the natives here against the Spanish Government and the priests. Fortunately for everybody the plot was discovered before the plotters had time to get properly armed or I guess it would have been a bad job for us. There has been some hard fighting and a great many people have been killed. Hundreds of the rebels have been arrested, among them some very well known and rich men. Many of them have been shot at the Limeta and Cavite, and in the public squares. Eight thousand of them are in possession of a fort called Imus about four miles inland from Cavite, but the troops are slowly surrounding them and none of them can escape. I think the worst of it is over now, and there is little danger unless the native troops turn. All our street was completely deserted, but we, like Britons, stuck to our fort.

#### THE ALLEGED CHIEF.

The *Times* of Ceylon notes the arrival at Colombo of Dr. Rial, said to be the leader of the Philippine insurgents. Dr. Rial was proceeding to Spain in custody on board the steamer *Vila de Luron* to stand trial there. The *Times* of Ceylon describes Dr. Rial as from 30 to 35 years of age. It is further stated that, when the ship reached Colombo, a telegraphic message was awaiting the Captain ordering him to be specially vigilant in watching Dr. Rial, and seeing that he did not escape. The man was, however, allowed full liberty on board, and was there seen by several Colombo residents. He is a Spaniard by descent, but a Philippine by birth, and he speaks English well. Those who conversed with him ascertained that he had been induced to go on board by the Philippine authorities under the impression that in Spain the Spanish Government intended giving him a lucrative appointment in Cuba. That was his story, and it was partly borne out by the fact that he was not attended on board by any military or other escort when he left the Philippines. However, the officers of the ship declared him to be a rebel and a man likely to be easily disappointed once he reached Spain, and they also stated that there were other rebels following by another ship to also stand trial at home. The *Vila de Luron* left Colombo on the 14th instant for Europe.

#### A GOVERNMENT PROCLAMATION.

The Straits Government *Gazette* of 12th September contains the following proclamation by the Governor re the rebellion in the Philippines:—

Whereas peace and amity subsist between Her Most Gracious Majesty the Queen and His Most Catholic Majesty the King of Spain, And whereas certain of the subjects of the said King of Spain in a certain part of His dominions called the Philippine Islands have revolted against His authority, and hostilities are in progress between His said Most Catholic Majesty and the said revolted subjects: And whereas Her Majesty the Queen is desirous that no naval or military expedition should be fitted out within Her dominions to proceed against His said Most Catholic Majesty's dominions in the Philippine Islands or elsewhere: Now, therefore, I, Sir Charles Bullen, High Commissioner for the Colony in and to the said Colonies, do hereby warn and strictly enjoin all persons within the Colony in and to the said Colonies, or be engaged or assist in any way, or fitting out, or to be employed in any capacity in any naval or military expedition to proceed against the dominions of His said Most Catholic Majesty in the Philippine Islands or elsewhere under pain of the penalties prescribed against all persons offending against the Foreign Enlistment Act 1870 and all other Statutes and Ordinances in such case made and provided.

Another proclamation of the same date notifies that the exportation of arms, ammunition, gunpowder, and military and naval stores from any port or place in the colony to the Philippine Islands is prohibited for a period of three months from the 12th September, 1896.

#### THE MANNING OF THE NAVY.

LETTER FROM MR. GOSCHEN.

The Secretary of the Liverpool Chamber of Commerce intimated at a meeting of the Council recently that the Prime Minister, the Earl of Rosebery, and the First Lord of the Admiralty had acknowledged receipt of copies of the resolution passed at a recent meeting held to hear an address by Lord C. Bessborough on the manning of the Navy. The reply of the First Lord of the Admiralty was as follows:—"Admiralty, S. W. July 27th, 1896.—Sir, I have to acknowledge the receipt of your letter of the 21st instant, embodying a strongly-worded resolution from the Incorporated Chamber of Commerce of Liverpool on the manning of the Navy. My naval colleagues and myself are certainly not less alive to the importance of this question than the Liverpool Chamber of Commerce, while it may be presumed that we have given the subject a more continuous and detailed examination. It was my duty to submit proposals as regards the personnel of the fleet to the House of Commons in March last, and to explain both our requirements and our means of meeting them. The House of Commons accepted my proposals after debate without a division, and nothing has occurred since to change the situation. Under these circumstances, while I recognize the patriotic desire of the Chamber of Commerce to secure a Navy strong in every respect, I have simply to state that it will be my duty when the Naval Estimates come to be considered to propose such a number of men for the Navy and the Reserves as we judge to be rendered necessary by the expansion of the fleet, and it will rest with the House to decide whether they consider the measures proposed to them on the responsibility of the Government sufficient or not. The Chamber of Commerce is doubtless aware that there has been a regular and continuous increase in the personnel of the fleet for some years past, but it may be worth while to state that the augmentation since 1889 has been 31,360, the amount annually (exclusive of Reserve) having been—1889-90, 62,400; 1890-91, 65,000; 1891-92, 68,800; 1892-93, 71,000; 1893-94, 74,100; 1894-95, 76,700; 1895-96, 83,400; 1896-97, 88,550; 1897-98, 92,710.—I am, Sir, yours faithfully, George J. Goschen."

The President of the Chamber (Mr. F. C. Danson) said they were very much indebted to the First Lord of the Admiralty for taking the trouble to reply to their resolution, but in reference to Mr. Goschen's figures, they only seemed to bear out what Lord Charles Bessborough had said. They were well aware that the personnel of the Navy had been increased, and very materially increased, but that did not at all satisfy them that it was large enough even yet, and if Lord Charles Bessborough's figures and statements were borne out, then a case had been made out for the most anxious consideration of Her Majesty's Government and the country generally. The letter would be referred to a committee, and a reply forwarded to Mr. Goschen in due course.

Colonel Morrison said the unusual nature of the First Lord of the Admiralty's reply seemed to him to indicate that the resolution had gone home to Her Majesty's Government, and had at all events challenged a greater degree of attention on their part than representations of the character usually received. He hoped the Chamber would not be in the least deterred by the slightly sarcastic character of Mr. Goschen's remarks, but that it would pay away at this subject, and that other Chambers throughout the Kingdom would do the same.

The President assured the meeting that the matter would certainly not be lost sight of, but would be further considered in committee.

#### A MANILA PLOT OF THREE CENTURIES AGO.

HOW THE PHILIPPINES ESCAPED A JAPANESE INVASION.

The *Malakel* prints an interesting account of the career of Harada Magobichio, who about three centuries ago plotted to annex the Philippines to Japan. The early life and career in Japan of this warrior are shrouded in the mists of tradition, and the *Malakel* simply states that he was one of those bold adventurers who, becoming weary of listening to the tales of the country at the beginning of the *Tanaka* era (1597-1599, A.D.) in time, Harada arrived at Manila, where he stayed for some years, making himself thoroughly acquainted with the place and its inhabitants. He was convinced that the dispatch of Jesuit missionaries by Spain to the Philippines was with the object of subsequently annexing the islands, and that, unless the idea could be summarily checked, Japan might be placed in jeopardy. His experience of the world told him that Japan should anticipate Spain and prevent her gaining possession of the Philippines. With that purpose in view, Harada returned to Japan and laid his project before Hideyoshi, then at the zenith of his fame and power. Harada represented to Hideyoshi that the latter should dispatch a message to the Governor of Luzon, urging him to pay homage to Hideyoshi and bring tribute. Harada's idea was to provoke the Governor of Luzon and then to send an expedition to the South on the plea of the world told him that Japan should anticipate Spain and prevent her gaining possession of the Philippines. With that purpose in view, Harada returned to Japan and laid his project before Hideyoshi, then at the zenith of his fame and power. Harada represented to Hideyoshi that the latter should dispatch a message to the Governor of Luzon, urging him to pay homage to Hideyoshi and bring tribute. 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## Intimations.

## KOPS ARE STILL RUNNING

14 Gold Medals Awarded in 1894 &amp; 1895.



BRIGHT PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS:-

WATKINS &amp; CO., HONGKONG.

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**SETTING UP OF DISTILLERIES**

Rice - Corn - Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories - Preserves Factories

Laboratories of Druggists - Essences Factories

**STEAM KITCHENS**

BOUOT & ORANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

## ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

## Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:-WATKINS &amp; Co., Hongkong

## NOTICE

MESSRS. JOHNSON, STOKES and MASTER have REMOVED their OFFICES to No. 12, QUEEN'S ROAD CENTRAL 1st FLOOR (over Messrs. GARDNER, PRICE & Co.'s Office).

ENTRANCE FROM THE LANE. Hongkong, 25th September, 1896. [1499]

## FIELD TAXIDERMIST

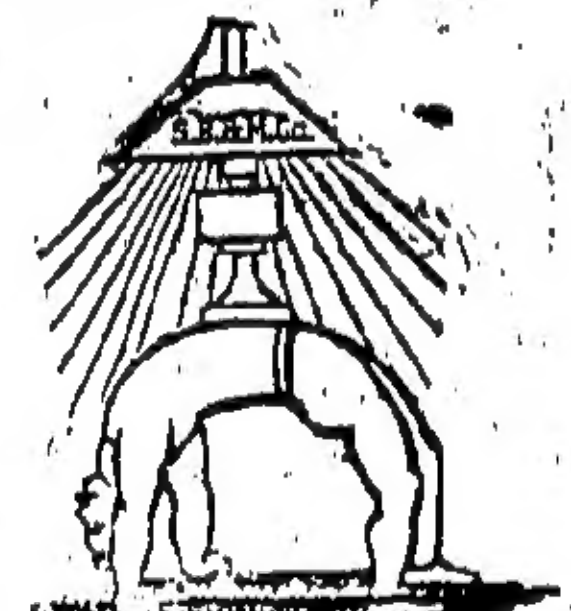
A PRACTICAL TAXIDERMIST will give a course of SIX LESSONS IN SKINNING BIRDS and MAMMALS, provided a sufficient number join.

Apply to "SKINS," c/o Hongkong Telegraph Office. Hongkong, 25th September, 1896. [1503]

## NOTICE

TYPE-WRITING TAUGHT IN SIX LESSONS. Fee - \$5.00.

Apply to "TYPE," c/o Hongkong Telegraph Office. Hongkong, 25th September, 1896. [1504]



## LIGHT ON THE STOMACH.

Such is the verdict of all those who have tried SEATTLE BREWING and MALTING Co.'s product. Some beers lie heavy on the stomach. That is certainly not desirable. Avoid such beers. By using the "RAINIER" brand you are sure of a mild, light beer, one that is easy to digest and nutritious.

F. BISHOP, Acting Manager.

OFFICE:-ICE HOUSE LANE. Hongkong, 25th September, 1896. [1521]

## WHYTE &amp; MACKAY

"DOUBLE LION BRAND"

SPECIAL

SELECTED HIGHLAND

WHISKY.

PURE, MILD AND VERY CHEAP.

Sole Agents in Hongkong:- ROBERT JACK & Co., Pottinger Street. Hongkong, 24th September, 1896. [1497]

## Shipping.

## STEAMERS.

"SHELL" LINE OF STEAMERS. FOR LONDON AND HAMBURG.

THE Company's Steamship "TELENA," Captain Scott, will be despatched as above on THURSDAY, the 8th October.

For Freight or Passage, apply to ARNHOLD, KARBURG & Co., Agents. Hongkong, 23rd September, 1896. [1487]

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship "ASLON," Captain J. Murray, will be despatched from the above Port on MONDAY, the 12th October.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 24th September, 1896. [1498]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW.

THE Company's Steamship "HAILONG," Captain Davis, will be despatched for the above Port TO-MORROW, the 1st October, at Noon.

For Freight or Passage, apply to DOUGLAS LAFFRAK & Co., General Managers. Hongkong, 30th September, 1896. [1525]

OCEAN STEAMSHIP COMPANY. FOR SANDAKAN.

THE Company's Steamship "DEUCALION," Captain Branch, will be despatched as above TO-MORROW, the 1st October, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th September, 1896. [1515]

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATTONI UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BACDAD, ALBA, BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "BISAGNO," Captain Mancini, will be despatched as above on SATURDAY, the 3rd October, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 28th September, 1896. [1520]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship "KUTSANG," Captain G. Payne, will be despatched as above on SATURDAY, the 3rd October, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 28th September, 1896. [1518]

OCEAN STEAMSHIP COMPANY. FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship "NESTOR," Captain Aquila, will be despatched as above on MONDAY, the 5th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 26th September, 1896. [1499]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAMBURG AND BREMEN. THE Company's Steamship "ELISABETH RICKMERS," Captain Andersen, will be despatched as above on TUESDAY, the 6th October.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents. Hongkong, 23rd September, 1896. [1486]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL. (Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship "NINGCHOW," E. Warrall, Commander, will be despatched as above on or about the 7th October.

To be followed promptly by the S.S. "Pleasure," For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents. Hongkong, 28th September, 1896. [1523]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR NEW YORK, VIA SUEZ CANAL. THE Company's Steamship "KAISOW," E. Warrall, Commander, will be despatched as above on or about the 12th October.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents. Hongkong, 29th September, 1896. [1527]

SAILING VESSELS.

FOR NEW YORK. THE S.S. A.L. American Ship "CHARLES E. MOODY," Captain Leonard, is loading here for the above Port, and will have quick dispatch.

The Freight, apply to ARNHOLD, KARBURG & Co., Agents. Hongkong, 3rd August, 1896. [1506]

FOR NEW YORK. THE S.S. A.L. American Ship "SAINT MARK," Dudley, Master, will load here for the above Port, and will have quick dispatch.

For Freight, apply to CARLOWITZ & Co., Agents. Hongkong, 28th August, 1896. [1517]

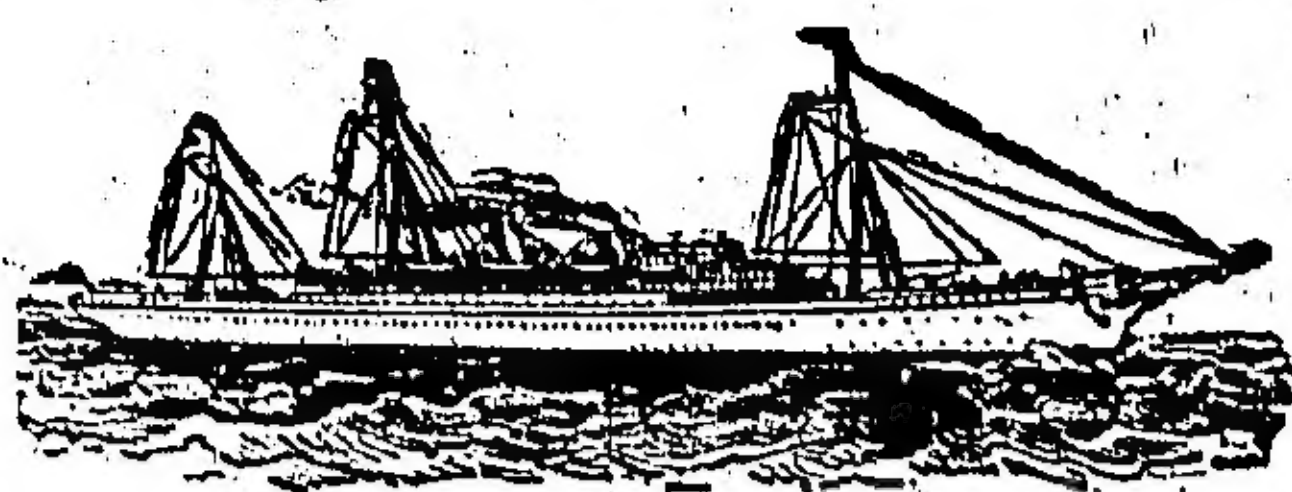
FOR SAN FRANCISCO. THE A.S. British Bark "CASABLANCA," Canley, Master, will load here for the above Port, and will have quick dispatch.

For Freight, &c., apply to SHEWAN, TOMES & Co., Agents. Hongkong, 28th September, 1896. [1524]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 25th November.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 23rd December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. Hongkong, 30th September, 1896. [3]

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama) ... Wednesday, 4th Nov., at Noon.

Bulger (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 21st Nov., at Noon.

Copple (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 8th Dec., at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 4th November, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 30th September, 1896. [2]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S RAUPE'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 14th May, 1896. [14]

## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN. THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Victoria ... 3.10 PM Thursday ... Oct. 1.

Olympia ... 2.58 PM Friday ... Oct. 9.

Columbia ... 2.50 PM Tuesday ... Oct. 27.

Tacoma ... 2.54 PM Tuesday ... Nov. 17.

Victoria ... 3.10 PM Tuesday ... Dec. 8.

Olympia ... 2.58 PM Tuesday ... Dec. 29.

THE Steamship "VICTORIA," Captain A. Gove, sailing at Daylight, on THURSDAY, the 1st October, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), via AMOY, PUGHOW, SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents. Hongkong, 28th September, 1896. [4]



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for SAVANNA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship "ROHILLA," Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 8th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent. Hongkong, 24th September, 1896. [431]

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Prins Heinrich ... Tuesday ... 13th Oct.

Prinzess ... Tuesday ... 10th Nov.

Sachsen ... Tuesday ... 8th Dec.

Bayern ... Tuesday ... 5th Jan.

Prins Heinrich ... Tuesday ... 2nd Feb.

Prinzess ... Tuesday ... 2nd March.

ON TUESDAY, the 13th day of October, 1896, at 9 A.M., the Company's Steamship, "PRINZ HEINRICH," Captain Coppers, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 10th Oct. Cargo and Special Bills received on board until 5 P.M. on MONDAY the 13th Oct., and Parcels will be received at the Agency Office until Noon on MONDAY the 13th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than 25.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 18th September, 1896. [1447]

Printed and Published by CHESNEY DUNCAN at No. 6, Pedder's Hill, at No. 100, Victoria Warehouse.